

CALIFORNIA HIGH-SPEED RAIL

Palmdale to Burbank Section 2014 Scoping Report

November 2014



CALIFORNIA
High-Speed Rail Authority



**U.S. Department of Transportation
Federal Railroad Administration**



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California High-Speed Rail Project



Palmdale to Burbank Section

2014 SCOPING REPORT

November 2014

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S. Summary

The purpose of this report is to summarize the public scoping process and comments received during the public scoping period for the Palmdale to Burbank Section of the proposed California High-Speed Rail (HSR) System. The report provides a brief project background, a description of the public scoping process and meetings, a list of other outreach activities, and a summary of the public and agency comments received during scoping.

S.1 Overview of Public and Agency Outreach

On July 24, 2014, the Federal Railroad Administration (FRA) and the California High-Speed Rail Authority (Authority) initiated public scoping for the Palmdale to Burbank Section Environmental Impact Report/Environmental Impact Statement (EIR/EIS) with the distribution of a Notice of Preparation (NOP) that was distributed to the State Clearinghouse, elected officials, local, regional, and state agencies and the interested public, and the publication of a Notice of Intent (NOI) in the *Federal Register*. FRA and the Authority encouraged broad participation in the Palmdale to Burbank Section EIR/EIS scoping process. Comments and suggestions were invited from all interested agencies and the public at large to ensure that the full range of environmental issues related to the Project are identified. In the Palmdale to Burbank Section NOP/NOI, public agencies with jurisdiction over the Project were requested to advise the Authority and the FRA of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information germane to the agency's statutory responsibilities in connection with the Project. Public scoping activities for the Palmdale to Burbank Section EIR/EIS were conducted concurrently with the Burbank to Los Angeles Section EIR/EIS between July 25 and September 12, 2014 (public scoping period). During the public scoping period, seven public scoping meetings were held between August 5, 2014, and August 19, 2014, with a cumulative total of 916 attendees. In addition, one federal agency scoping meeting was held on August 8, 2014, in downtown Los Angeles.

S.2 Relationship to Previous Scoping

In 2005, the Authority and the FRA completed the Statewide Program EIR/EIS for the proposed HSR System as the first phase of a tiered environmental review process. The Authority certified the Statewide Program EIR under the California Environmental Quality Act (CEQA) and approved the proposed HSR System. FRA issued a Record of Decision on the Statewide Program EIR/EIS as required under the National Environmental Policy Act (NEPA).

In order to begin the second-tier environmental process, the Authority issued an NOP for a Palmdale to Los Angeles Section project-level EIR on March 12, 2007 (SCH No. 2007031066). The FRA published an NOI to prepare a project-level EIS for the Palmdale to Los Angeles Section in the *Federal Register* on March 9, 2007. Approximately 200 comment submissions were received during the 2007 scoping period. Since the 2007 NOP and NOI, several alternatives screening analyses have been completed for the Palmdale to Los Angeles Section to help refine proposed alternatives, including one Preliminary Alternatives Analysis (2010) and three Supplemental Alternative Analyses (SAA) (2011, 2012, and 2014). Each of these alternatives screening analyses evaluated potential alignment alternatives and station options based on public input and refined project design.

The 2014 NOP/NOI requested comments on the proposal to divide the Palmdale to Los Angeles Section into two sections: Palmdale to Burbank and Burbank to Los Angeles. This proposal was based on factors including the Initial Operating Section (IOS) concept, with its interim terminus in the San Fernando Valley/Burbank, discussed in the Authority's 2012 and 2014 Business Plans. The Authority and FRA also determined that it is beneficial to address the environmental effects of the Palmdale to Los Angeles Section in two separate environmental documents, to provide for more effective planning and public outreach in these highly populated areas. The Palmdale to Burbank Section EIR/EIS will build upon all previous work prepared for, and incorporated into the

Statewide Program EIR/EIS, including the State planning process incorporated into the Authority's Business Plans. In addition, the identification of potential alternatives to be included in the Palmdale to Burbank Section EIR/EIS will consider comments received from the agencies and the public during the public outreach process on the alternatives analyses conducted since the 2007 Palmdale to Los Angeles NOP/NOI.

S.3 Summary of Key Issues

The Authority and FRA received 928 submissions that included scoping meeting comment forms, letters, and emails from agencies, organizations, and individuals regarding the proposed Palmdale to Burbank Section (Figure S.3-1). These 928 submissions contained over 5,500 individual comments.

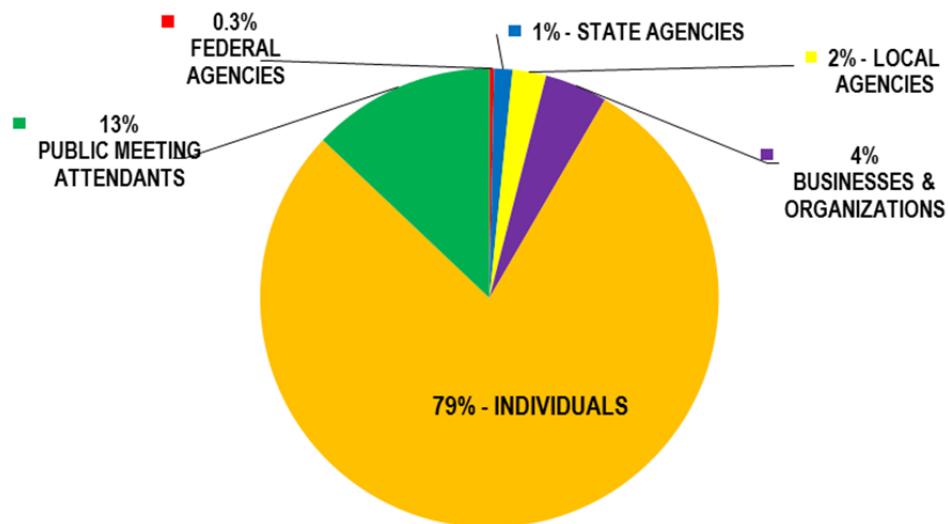


Figure S.3-1
Submissions Received During Scoping by Affiliation Type

1.0 Introduction

This report summarizes the public scoping process for the proposed Palmdale to Burbank Section of the HSR Project. This report includes an introduction to the HSR System, explains the purpose of public scoping and describes the previously proposed Palmdale to Los Angeles Section and proposed Palmdale to Burbank Section. It also describes the public scoping notification process, summarizes the seven public scoping meetings, summarizes the comments received from the public and agencies, and describes the next steps in the environmental review process.

1.1 Introduction to the High-Speed Rail System

The Authority proposes to construct, operate, and maintain an electric-powered HSR System in California. When completed, the nearly 800-mile train system will provide new passenger rail service to more than 90% of the State's population. The planning, design, construction and operation of the HSR System are the responsibility of the Authority. The Authority's statutory mandate is to develop an HSR system that is coordinated with the State's existing transportation network, which includes intercity rail and bus lines, regional commuter rail lines, urban rail and bus transit lines, highways, and airports. The Authority's plans call for high-speed intercity train service on more than 800 miles (1,287.5 kilometers) of tracks throughout California, connecting the major population centers of the City of Sacramento, the San Francisco Bay Area, the Central Valley, the Los Angeles Basin, the Inland Empire, Orange County, and the City of San Diego.

The HSR System implementation is planned in two phases. Phase 1 will connect the City of San Francisco to the Los Angeles Basin and City of Anaheim via the Pacheco Pass and the Central Valley. Phase 1 will be implemented in four stages. First, an IOS will be constructed and placed in operation between Merced and a station located in the San Fernando Valley. Second, the IOS would be expanded north on dedicated HSR infrastructure to San Jose (known as the Bay-to-Basin [BtoB] stage). Third, the system will be expanded north to San Francisco and south to Los Angeles Union Station (LAUS) to complete the first phase of infrastructure construction for the HSR program. Lastly, fully built Phase 1 includes extending HSR service from San Jose to San Francisco's Transbay Transit Center and from LAUS to Anaheim.

Phase 2 will connect the Central Valley (Merced Station) to the State's capital, the City of Sacramento. Another extension in Phase 2 is planned to connect the City of Los Angeles to the City of San Diego. The HSR System will meet the provisions and requirements of the Safe, Reliable, High-Speed Passenger Train Bond Act, adopted by California voters in November 2008 and Proposition 1A, including the requirement for a maximum nonstop service travel time between the City of San Francisco and the City of Los Angeles of 2 hours and 40 minutes. The Palmdale to Burbank Section of the HSR System will be a critical link in the Phase 1 of the HSR System, connecting major population areas in southern California and providing connections to existing and proposed public transit.

The HSR System is envisioned as an electrically powered, high-speed, steel-wheel-on-steel-rail technology, which would employ the latest technology, safety, signaling, and automated train-control systems. The trains will be capable of operating at speeds of up to 220 miles per hour (mph) (354 kilometers per hour [kph]) over fully grade-separated, dedicated tracks. The proposed infrastructure and systems of each HSR alignment alternative are composed of trains (rolling stock), tracks, grade-separated rights-of-way (ROWS), stations, train control, power systems, and maintenance facilities. The design of each HSR alignment alternative includes a double-track ROW to accommodate operational needs for uninterrupted rail movement, as well as HSR stations configured with two platform tracks and two through service tracks for a total of four tracks, allowing for passing capability. Additionally, the HSR safety criteria recommend avoidance of at-grade intersections on dedicated HSR alignment alternatives and, therefore, the HSR System must be grade-separated from any other transportation system. This means that planning the HSR System also requires grade-separated overcrossings for roadways or roadway closures,

and modifications to existing systems that do not span planned ROWs. In some situations, elevating the HSR System over existing facilities would be more efficient than elevating roadways.

1.2 Purpose of Scoping

Scoping is an important element in the process of determining the focus and content of an EIR/EIS. Scoping helps to identify the range of alternatives, environmental effects, and mitigation measures to be analyzed in depth, and helps identify and eliminate from detailed study the issues which are not significant or which have been covered by prior environmental review. Scoping is also an effective way to bring together and address the concerns of the public, affected agencies, and other interested parties. Significant issues may be identified through public and agency comments. The Council on Environmental Quality (CEQ) Regulations Section 1501.7 and CEQA Section 21083.9 describe scoping as required by NEPA and recommended by CEQA.

Scoping is not conducted to resolve differences concerning the merits of a project or to anticipate the ultimate decision on a project. Rather, the purpose of scoping is to help ensure the preparation of a comprehensive and focused EIR/EIS that provides a sound basis for the decision-making process.

The intent of the Palmdale to Burbank Section scoping process is to:

- Inform public agencies and interested members of the public about the Project, including compliance with NEPA and CEQA requirements, and the FRA's and Authority's actions in relation to it.
- Assist with identifying a range of alignment and station alternatives along the Palmdale to Burbank Section that will be considered in the EIR/EIS.
- Assist with identifying the range of environmental impacts and mitigation measures to be considered in the EIR/EIS.
- Develop an expanded mailing list of agencies and individuals interested in the future actions relative to the EIR/EIS.

1.3 Use of the EIR/EIS Scoping Report

FRA and the Authority will use this Scoping Report to help determine the impacts, mitigation measures, and alternatives that should be studied in the EIR/EIS for the Project.

1.4 Description of the Previously Proposed Palmdale to Los Angeles Project Section

In 2001, FRA and the Authority started a tiered environmental review process for the Statewide HSR System. In 2005, the Authority certified a Program EIR/EIS for the statewide California HSR System (Figure 1.4-1) as the first-phase of a tiered environmental review process. The Statewide Program EIR/EIS analyzed an HSR System for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to the cities of Los Angeles and San Diego in the south. The 2005 first-tier EIR/EIS analyzed the impacts of implementing the 800-mile statewide HSR System and compared those impacts with the impacts of a no project alternative and an alternative of improving airports and freeways to meet the State's future transportation needs. The HSR alternative included consideration of different train technologies/vehicle types, as well as different broad alignment corridors and station locations.

In approving the HSR System at the Program level, the Authority and FRA selected corridors/general alignments and station location options throughout most of the System, including a corridor between Palmdale and Los Angeles (Figure 1.4-2). The Palmdale to Los

Angeles HSR Corridor that was identified in the Statewide Program EIR/EIS follows Soledad Canyon from the City of Palmdale to the community of Sylmar in the City of Los Angeles and then along the Metro/Metrolink Railroad line to LAUS. The corridor is relatively wide in the area that includes both the State Route (SR) 14 and Union Pacific Railroad alignments between the Antelope Valley and Santa Clarita. Station location options in Palmdale, Sylmar, Burbank, and Los Angeles were selected with the Statewide Program EIR/EIS based on travel time, train speed, cost, local access times, potential connections with other modes of transportation, ridership potential and the distribution of population and major destinations along the route, and local planning constraints and conditions. Based on the recent Authority proposal to locate HSR stations at the Palmdale Transportation Center and Burbank Bob Hope Airport, the Palmdale to Los Angeles Section was divided into two Sections with independent utility, for which separate NOP/NOIs were issued: Palmdale to Burbank and Burbank to Los Angeles. In order to facilitate delivery of the IOS with service to Bob Hope Airport, the Palmdale to Burbank Section will be advanced before the Burbank to Los Angeles Section.

1.5 Previous Scoping Efforts

In February 2007, the Authority and the FRA began a project-level environmental review of the Palmdale to Los Angeles Section per the requirements of CEQA and NEPA. The formal scoping meetings for the Palmdale to Los Angeles Section of the HSR Project-Level EIR/EIS were conducted between March 15, 2007, and April 1, 2007, to receive input on the scope of issues to be analyzed in the EIR/EIS. The public scoping period included five officially noticed agency and public scoping meetings held in Los Angeles, Glendale, Palmdale, and Sylmar. At each location, two sessions were held, the first from 3 – 5 p.m. and the second from 6 – 8 p.m. Each session included an open house followed by a presentation on the HSR Project.

Materials used during the scoping meetings included exhibits and handouts distributed at the meetings and through the Authority's internet website (www.hsr.ca.gov). These materials were in English and Spanish, and in Armenian at the Glendale scoping meeting. The materials included the following:

- Copies of the Palmdale to Los Angeles Section HSR NOP and NOI;
- Welcome sheet with meeting schedule and information stations;
- Explanation of a scoping meeting with instructions on how to make a comment at the scoping meeting;
- Speaker Request Card (Los Angeles River Center scoping meeting only);
- Palmdale to Los Angeles Section HSR Fact Sheet;
- Information sheet on all the scheduled scoping meetings on the Palmdale to Los Angeles Section HSR Project; and
- Two copies of the Statewide Program EIR/EIS prepared on the HSR Project.



Figure 1.4-1
Corridor Alignments and Stations Selected at Conclusion of the Statewide Program EIR/EIS

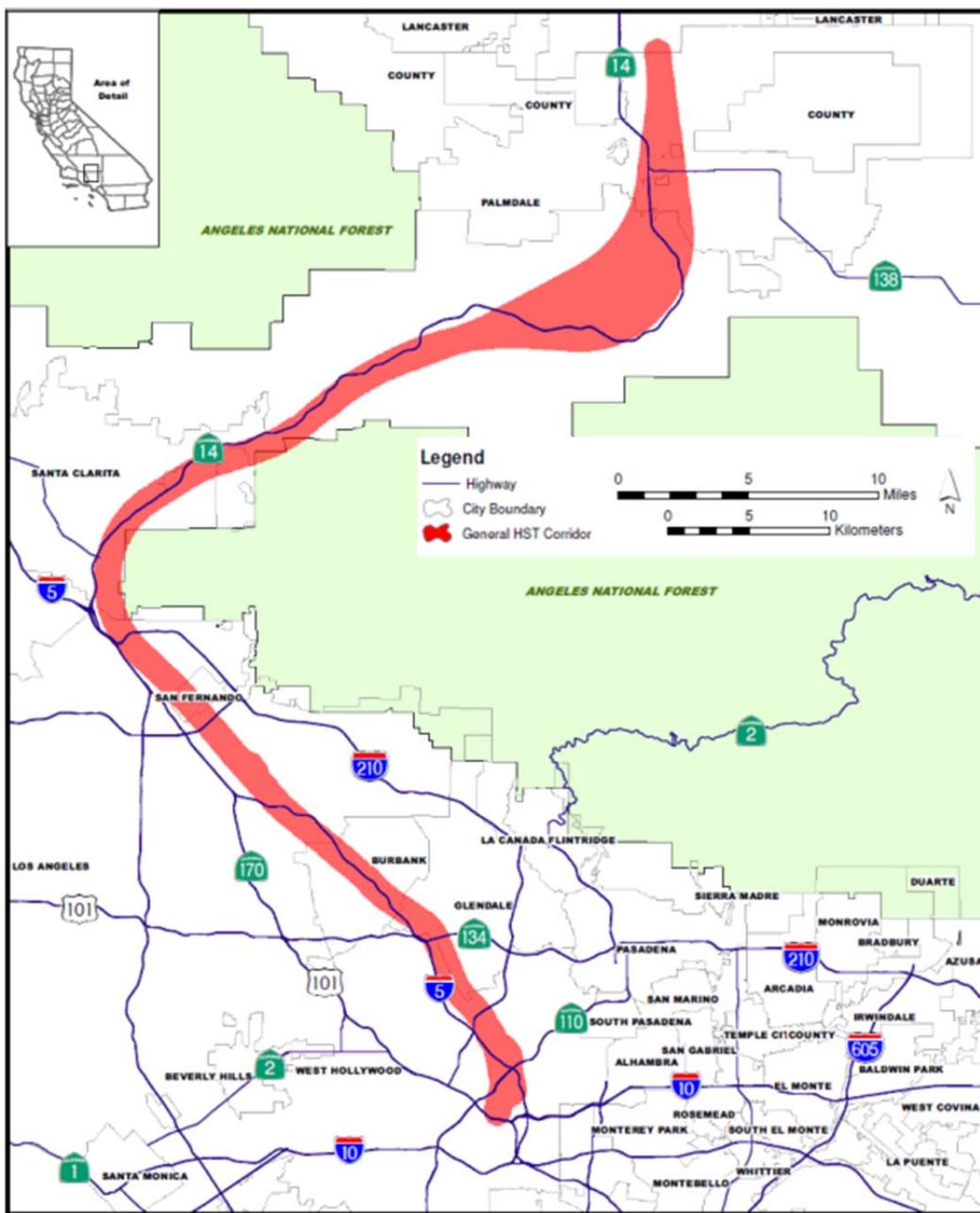


Figure 1.4-2
Previously Proposed Palmdale to Los Angeles Corridor

Other materials made available at the scoping meetings included: exhibit boards displaying typical HSRs currently operating in Europe and Asia; facts about the Palmdale to Los Angeles Section HSR Project; various typical cross sections of the HSR (at-grade, in a trench, elevated and in a tunnel); the EIR/EIS process to be followed on the HSR Project; next steps in the environmental review process; and the HSR Project schedule.

Before and after the formal presentation on the HSR Project, a video simulation was shown to identify where the HSR was proposed to be located, how it would look, and how it would be operated through the State. Interpreters were available at each scoping meeting. Spanish translation of the presentation was provided at each meeting. Translation of the presentation in Armenian was also provided at the Glendale scoping meeting because of the large Armenian population in this city.

At each meeting, attendees were asked to sign in and provide contact information to receive updates and future notices on the HSR Project. The Authority facilitated the scoping meeting and provided general information and instruction on how to provide public comment. The public was encouraged to submit written comments at the meeting or to mail them back to the Authority. A public comment area was provided at each scoping meeting where participants could sit down, complete, and submit a comment card regarding the project. Completed comment cards were then placed in a box for collection by the Authority. A total of 28 letters and 26 written comment cards were received during the scoping period.

The meetings were summarized in the 2007 Palmdale to Los Angeles High-Speed Train Project EIR/EIS Draft Scoping Report (see Appendix I for the web location of the Draft Scoping Report).

1.6 Description of Palmdale to Burbank Section and Purpose and Need

1.6.1 Description of Palmdale to Burbank HSR Section

Since the 2007 NOP and NOI and scoping, several alternatives analyses have been conducted to refine project-level alternatives. A Preliminary AA (July 2010) addressed potential alignment alternatives and station options throughout the Palmdale to Los Angeles Section. Three SAAs have also been prepared. The first SAA (March 2011) addressed potential supplemental alignment alternatives and station options for the Los Angeles to Sylmar subsection. The second SAA (April 2012) addressed potential supplemental alignment alternatives for the Sylmar to Palmdale subsection and redefined the subsection into two new subsections: the Santa Clarita subsection, extending from Sylmar to two miles east of Lang Station Road, and the Palmdale subsection, extending from two miles east of Lang Station Road to Palmdale.

The third SAA (May 2014) discussed the concept of evaluating Palmdale to Burbank and Burbank to Los Angeles as two sections in light of, among other factors, the IOS concept (with its interim terminus in the San Fernando Valley/Burbank) introduced in the 2012 and 2014 Business Plans. The May 2014 SAA refined the potential alignment alternatives and station options, including withdrawing one alignment alternative and three station options, and recommending the Palmdale Transportation Center Station and the Burbank Airport Station for further analysis.

Since the May 2014 SAA, the Authority has advanced the proposal of pursuing the Palmdale to Burbank Section before the Burbank to Los Angeles Section and conducted another scoping period to solicit input from the public, stakeholders, and agencies. As currently proposed, the Palmdale to Burbank Section will extend approximately 51 miles (82 kilometers), starting near Avenue O in the City of Palmdale, where it will connect to the Bakersfield to Palmdale HSR Project Section, and the rest of the HSR line northward. The proposed HSR line for this section would run south of Palmdale, generally follow the SR 14 alignment past the City of Santa Clarita, and continue through the San Fernando Valley to near West Magnolia Boulevard in the City of Burbank, where it would connect with the Burbank to Los Angeles HSR Section. Stations are proposed in the cities of Palmdale and Burbank, with the Burbank Airport Station being a

temporary terminus station for the IOS. The Palmdale to Burbank Section would terminate at the Burbank Airport Station. The analysis of an additional corridor is also being proposed. This Alternative Corridor will be on average approximately 35 miles (55 kilometers) long and will follow a relatively straight route through the Angeles National Forest from the City of Palmdale to the City of Burbank. Avoidance measures, including tunneling, will be analyzed to reduce impacts on the Angeles National Forest.

The Preliminary AA and all SAAs included public outreach activities, including community meetings, stakeholder meetings, and public official outreach. The Preliminary AA and SAA documents include a description of public outreach activities conducted. All AA documents have been available for public review and comment as part of the alternatives analysis process. See http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/palmdale_losangeles.html for copies of these AA documents. The work and information contained in the Palmdale to Burbank portions of those alternatives analyses documents will inform the Authority in developing, and inform the public in commenting on, the Palmdale to Burbank Section EIR/EIS.

1.6.2 Purpose and Need of Palmdale to Burbank HSR Section

The purpose of the Project is to implement the Palmdale to Burbank HSR Project Section of the California HSR System; to provide the public with electric-powered high-speed rail service that provides predictable and consistent travel times between major urban centers, and connectivity to airports, mass transit systems, and the highway network in the Antelope Valley and the San Fernando Valley; and to connect the Northern and Southern portions of the Statewide HSR System, also allowing direct connectivity with existing regional rail networks in the Los Angeles area.

1.7 Project Alternatives

The Palmdale to Burbank Section EIR/EIS will consider a No Project Alternative and HSR Alternatives for the Palmdale to Burbank Section.

No Project Alternative: The No Project Alternative represents the conditions in the Palmdale to Burbank Section as they exist in 2014, and as they would exist based on programmed and funded improvements to the intercity transportation system and other reasonably foreseeable projects through 2040. The No Project Alternative takes into account the following sources of information: the State Transportation Improvement Program, Regional Transportation Plans for all modes of travel, airport plans, intercity passenger rail plans, and city and county plans.

HSR Alternatives: The HSR Alternatives will include the various potential horizontal and vertical alignments between Palmdale to Burbank within the two horizontal corridors identified in Figure 1.7-1, and various potential station configurations at the Palmdale Transportation Center and the Burbank Airport section terminus points.

As discussed in Section 1.1, the Authority will construct, operate, and maintain an electric-powered steel-wheel-on-steel-rail HSR System, about 800 miles long, capable of operating speeds of 220 mph on dedicated, fully grade-separated tracks, using the latest technology for safety, signaling, and automated train control systems. Work on this System is underway in the Central Valley. This Project will continue the effort between Palmdale and Burbank.

Alternatives analyses conducted subsequent to the completion of the Statewide Program EIR/EIS have examined potential alignments within and outside of the programmatic corridor, including in Palmdale, Santa Clarita, and the San Fernando Valley. The May 2014 SAA concluded that Bob Hope Airport would provide the most benefits and fewest impacts of the station locations in the San Fernando Valley, because intermodal connectivity (rail, bus, air) is strongest and existing land uses (primarily industrial and commercial) would be most compatible with the development of transit oriented uses. The May 2014 SAA was available for public review and comment as part of the alternatives analysis process.

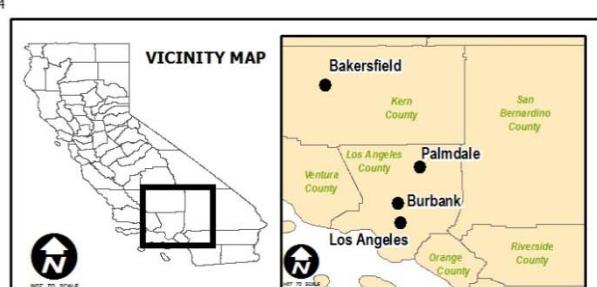
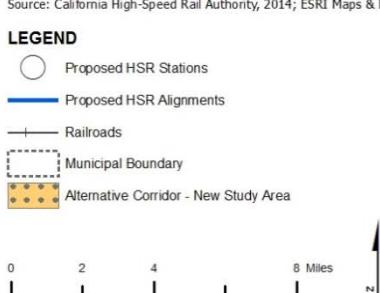
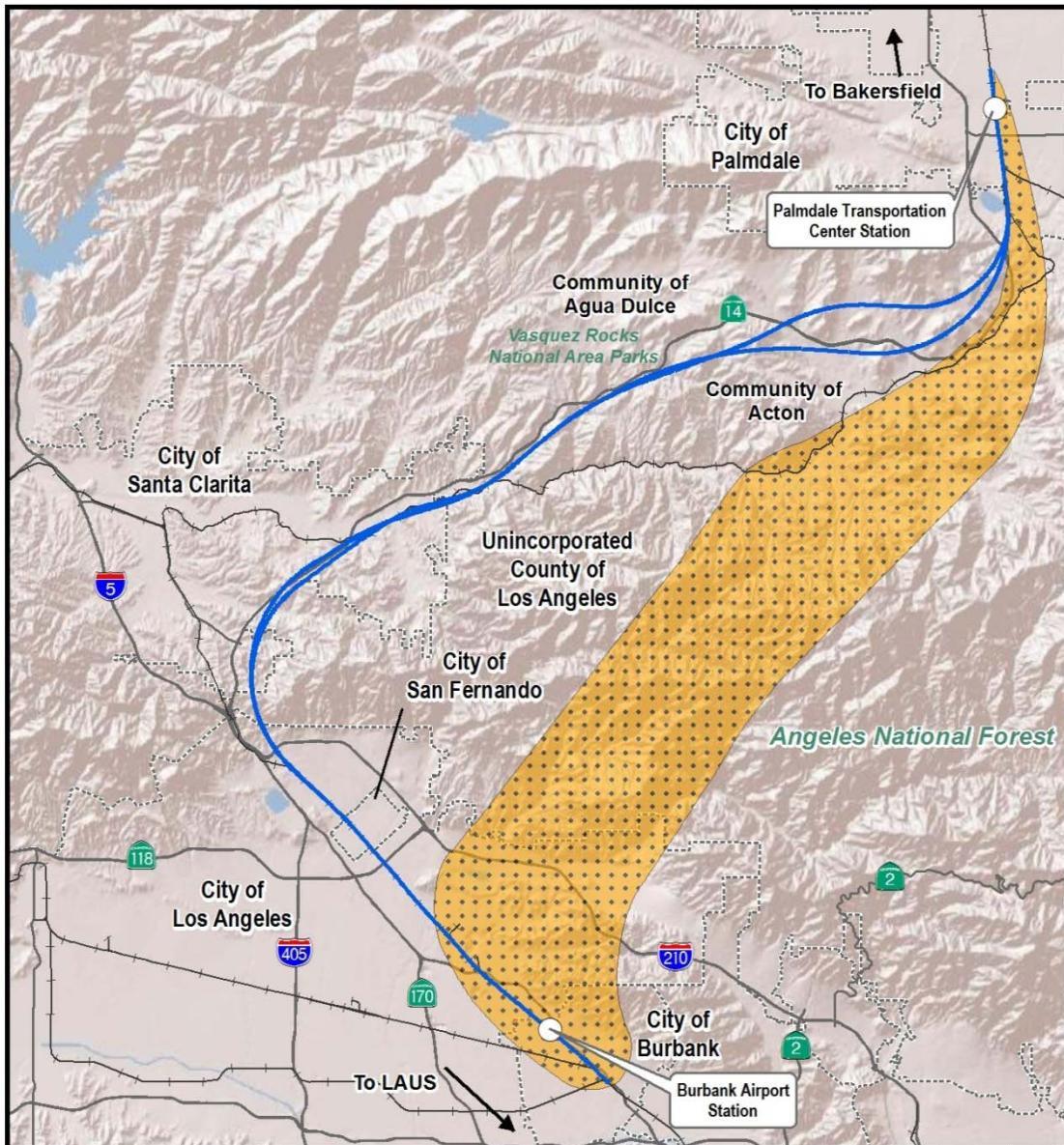


Figure 1.7-1
Palmdale to Burbank Section

In response to this information and to stakeholder and public feedback on the 2014 Business Plan and the 2014 SAA, requesting the Authority to consider a more direct route between Palmdale and Burbank, FRA and the Authority have proposed to address potential alignment alternatives that provide a more direct connection between the Palmdale station and the Burbank Airport station. This Alternative Corridor study area is depicted in Figure 1.7-1 above. Engineering studies will continue as part of this EIR/EIS process and will examine potential new alignments and refine studied alignments in order to better meet the Project purpose and need, respond to stakeholder comments and concerns, and reduce environmental impacts. All potential alignment alternatives will be grade separated from existing roadways.

The identification of potential station sites and configurations will be further refined and evaluated in the Palmdale to Burbank Section EIR/EIS to reflect the evolution of statewide planning for HSR, as outlined in the 2014 Business Plan, as well as public and agency comments and concerns. To assist in the development of the IOS, station area development policies to encourage transit-friendly development near and around HSR stations that would have the potential to promote multi-modal uses, higher density, mixed-use, pedestrian-oriented development around the stations will guide the selection of the station alternatives. In addition, station option selection will evaluate sites for potential to function as a terminal station in the IOS. Potential sites for terminal storage and maintenance facilities will also be evaluated in the Palmdale to Burbank Section EIR/EIS.

1.8 Notification of EIR/EIS Scoping

The public scoping process was initiated by the issuance of the NOP (Appendix A) and the NOI (Appendix B). The California environmental review process began with the submittal of the NOP to the State Clearinghouse on July 24, 2014. The federal process began with the publication of the NOI in the *Federal Register* on July 24, 2014.

Printed copies of the NOP were sent to previously identified and potential Responsible and Cooperating Agencies at the federal, State, and local levels requesting that they provide written comments about the applicable permit and environmental review requirements of the agency, and the scope and content of the environmental information germane to the agency's responsibilities in connection with the Project.

Public scoping activities for the Palmdale to Burbank Section EIR/EIS were conducted between July 25, 2014, and September 12, 2014 (public scoping period). In response to a number of stakeholder requests, the original scoping comment submittal deadline was extended from August 31, 2014, to September 12, 2014. A notice of the scoping comment period extension (Appendix A) was distributed electronically to the Project stakeholder database.

Public scoping meetings were held between August 5, 2014, and August 19, 2014. Notification methods for the public scoping meetings included:

- **Mailing of Notices** (Appendix C.4) – Public scoping meeting notices were sent in English with a Spanish inset to approximately 80,768 property owners, residents, and business tenants within:
 - 500-foot buffer from the proposed alignments
 - Quarter-mile buffer around proposed stations
 - Entire area comprised by the Alternative Corridor limits shown in NOP, with no additional buffer
- **Legal and Display Advertisements** – Publication of legal notices and display advertisements in local newspapers (Table 1.8-1 and Appendices C.1 and C.2).

- **Electronic Distribution** – The electronic public scoping notice (Appendix C.5) was emailed to 5,373 contacts included in the Project stakeholder database. The electronic public scoping notice was also featured on the Authority's website and shared with local cities, agencies, elected officials, and key stakeholder groups for posting on their respective websites. As mentioned previously, the public scoping comment period extension notice was also distributed electronically to the Project stakeholder database.
- **Flyer Distribution** – Copies of the public scoping meeting flyers were distributed to offices of representative elected officials, libraries, community centers, city halls, and other civic centers.
- **Briefings** – Representative elected offices, cities, and town/neighborhood councils were notified of the upcoming public scoping meetings and a briefing was offered.
- **Press Release** – A press release was sent to local media at the start of the public scoping period.

Table 1.8-1
Published Notifications for the Public Scoping Period

Publication	Notice Date
Legal Section Notices	
Los Angeles Times	July 25, 2014
<i>La Opinión</i> (Spanish)	July 25, 2014
Daily News	July 25, 2014
Santa Clarita Valley Signal	July 25, 2014
Antelope Valley Press	July 25, 2014
Display Advertisement Notices	
Acton Agua Dulce Weekly News	July 28, 2014
The Signal Newspaper (Santa Clarita)	July 28, 2014
The Antelope Valley Times (online)	July 28, 2014
Antelope Valley Press	July 29, 2014
Azbarez News (Armenian)	July 29, 2014
The Burbank Leader	July 30, 2014
San Fernando Valley Sun	July 31, 2014
San Fernando Valley <i>El Sol</i> (Spanish)	July 31, 2014
Asian Journal (Filipino)	August 6, 2014
Korea Daily (Korean Paper)	August 6, 2014
Nguoi Viet-Daily (Vietnamese Paper)	August 8, 2014
World Journal Chinese Daily News (Chinese)	August 8, 2014
Siamtownus (Thai)	August 10, 2014
Source: HMM/URS/ARUP JV 2014; Arellano and Associates, 2014.	

In addition to the display advertisements and legal notices, there were also a number of articles and editorials published prior to and during the public scoping process covering the public scoping meetings (Table 1.8-2). Appendix C.3 includes copies of articles and editorials.

Table 1.8-2
Articles Covering the Project during the Public Scoping Process

Date	Publication	Article
July 24, 2014	<i>Santa Clarita Valley Signal</i>	"High-speed rail meetings coming to the Santa Clarita Valley"
July 24, 2014	SCVNews.com	"Formal High-Speed Rail Meetings Slated for August"
July 24, 2014	KHTS AM 1220 (http://hometownstation.com/)	"High-Speed Rail System Public Meetings To Be Held Near Santa Clarita"
July 29, 2014	<i>LA Daily News</i>	"California high-speed rail project considering tunnel under San Gabriel Mountains"
July 30, 2014	<i>Curbed LA</i>	"LA Bullet Train Could Run in Tunnel Under the San Gabrels"
July 30, 2014	<i>Streetsblog Los Angeles</i>	"California High Speed Rail to Present L.A.-area Options"
August 5, 2014	<i>The San Gabriel Valley Tribune</i>	"High-speed rail meeting draws concerned homeowners in Santa Clarita"
August 6, 2014	<i>Santa Clarita Valley Signal</i>	"Local high-speed rail meeting series begins"
August 6, 2014	<i>The Antelope Valley Times</i>	"Public meeting this Thursday for California High-Speed Rail"
August 8, 2014	<i>Burbank Leader</i>	"Residents share ideas at meeting on high-speed rail"
August 8, 2014	<i>RailPAC</i>	"Pros and Cons of a Burbank-Palmdale Underground HSR Short Cut"
August 10, 2014	<i>Media City Groove</i>	"High speed rail meeting draws big crowd in Burbank"
August 11, 2014	<i>Burbank Leader</i>	"Residents share ideas at meeting on high-speed rail"
August 12, 2014	<i>Santa Clarita Valley Signal</i>	"Tempers high during Acton-Agua Dulce bullet train meeting"
August 18, 2014	<i>Los Angeles Register</i>	"Residents can weigh in on high-speed train through San Gabriel Mountains"
August 23, 2014	<i>Los Angeles Times</i>	"L.A. County Supervisor's alternate bullet-train route gaining traction"
August 24, 2014	California High Speed Rail Blog	"Is the CHSRA Really Considering the San Gabriel Tunnel?"
August 25, 2014	<i>L.A. Biz</i>	"Railroad officials serious about tunnel route"
August 27, 2014	<i>Santa Clarita Valley Signal</i>	"Scott Wilk: Be sure your voice is heard (Op-ed)"
August 30, 2014	<i>Los Angeles Times</i>	"Proposal for rail corridor through Angeles National Forest draws fire"
September 3, 2014	<i>Antelope Valley Press</i>	"Op Ed: Get on board with High-Speed Rail before train leaves station"
September 4, 2014	KHTS AM 1220 (http://hometownstation.com/)	"California High-Speed Rail Authority Extends Public Comment Period"
September 4, 2014	<i>Santa Clarita Valley Signal</i>	"Scoping comment period extended for high-speed rail segment"
September 5, 2014	<i>Burbank Leader</i>	"Burbank seeks answers on bullet train's impact"
September 7, 2014	<i>Santa Clarita Valley Signal</i>	"Op Ed: California's high-speed rail can and should be built"

Table 1.8-2
Articles Covering the Project during the Public Scoping Process

Date	Publication	Article
September 7, 2014	<i>El País</i>	"The Odyssey of California's 'HSR'" (Published in Spanish; translated to English)
September 8, 2014	<i>San Fernando Business Journal</i>	"Business Groups All Aboard on Mountain Tunnel"
September 8, 2014	<i>Mass Transit</i>	"Burbank Seeks Answers on Bullet Train's Impact"
September 11, 2014	KHTS AM 1220 (http://hometownstation.com/)	"City Officials Discuss Upcoming High Speed Rail Authority Meeting"

Source: HMM/URS/ARUP JV 2014; Arellano and Associates, 2014.

2.0 Public and Agency Involvement During Public Scoping

2.1 Summary of Public Scoping Meetings

Throughout the public scoping period, the Authority encouraged public and agency input through a variety of activities. Public scoping meetings were conducted in an open house format at the seven locations listed in Table 2.1-1. Public scoping comment cards and handouts were handed out at each of the meetings for attendees to provide comments on the materials and information. The public scoping comments and questions collected at the meetings, submitted via mail, and through the Authority's website comment form are included in Appendix F. Approximately 916 people attended the 7 public scoping meetings listed in Table 2.1-1, and 107 comments forms were collected.

In addition, one federal agency scoping meeting was tailored for resource agencies, featuring a PowerPoint presentation of the Project, followed by a question and answer session. Please refer to Appendix H for the federal agency scoping meeting minutes.

Table 2.1-1
Summary of Public Scoping Meetings

Meeting Location & Date	Number of Participants	Number of Comment Forms	Media Coverage	Elected Officials, Agencies, and other Stakeholder Representatives
Santa Clarita August 5, 2014	73	13	<ul style="list-style-type: none">The Santa Clarita Valley Signal;San Gabriel Valley Tribune	<ul style="list-style-type: none">City of Santa Clarita, Mayor Pro Tem Marsha McLeanOffice of Supervisor Michael AntonovichOffice of Assembly Member Scott Wilk
Burbank August 6, 2014	110	6	<ul style="list-style-type: none">Burbank LeaderMediacitynews.com	<ul style="list-style-type: none">Office of U.S. Congressman Brad ShermanOffice of State Senator Carol LiuMayor of Burbank, Dr. David GordonVice Mayor of Burbank, Bob FrutosCity Council Member, Emily Gabel-LuddyCity Council Member, Jess Talamantes
Palmdale August 7, 2014	80	19	<ul style="list-style-type: none">Antelope Valley PressBuilding Trades Magazine	<ul style="list-style-type: none">Office of Supervisor AntonovichCity of Palmdale Mayor Jim Ledford

Table 2.1-1
Summary of Public Scoping Meetings

Meeting Location & Date	Number of Participants	Number of Comment Forms	Media Coverage	Elected Officials, Agencies, and other Stakeholder Representatives
Acton/Aqua Dulce August 11, 2014	300	46	<ul style="list-style-type: none"> • Antelope Valley Press • Santa Clarita Valley Signal • Santa Clarita Now • Agua Dulce/Acton Country Journal • <i>El País América</i> (Madrid, Spain) 	<ul style="list-style-type: none"> • Office of Supervisor Antonovich; • Office of Assembly Member Scott Wilk • Acton Town Council, President, Mike Hughes • Acton Town Council, Kathy Skye-Tucker
Sylmar August 12, 2014	68	6	None	<ul style="list-style-type: none"> • Office of LA City Council Member Felipe Fuentes • City of San Fernando Council Member Jesse Avila • Tataviam Band of Mission Indians • California State University Northridge Professor Dev Vrat & Planning Students • Sylmar Neighborhood Council • Oakridge Mobile Home Park
Lake View Terrace August 14, 2014	165	19	<ul style="list-style-type: none"> • Los Angeles Register; • Crescenta Valley Weekly; • Foothill Record 	<ul style="list-style-type: none"> • Office of Assembly Member Raul Bocanegra • Office of LA City Council Member Nury Martinez • Office of LA City Council Member Felipe Fuentes • Former Speaker Assembly Member Bob Hertzberg • Transit Coalition, Bart Reed
Downtown Los Angeles August 19, 2014	120	8	<ul style="list-style-type: none"> • Los Angeles Times • China Press 	<ul style="list-style-type: none"> • Office of LA City Council Member Nury Martinez • Office of LA City Council Member Gilbert Cedillo • Office of U.S. Representative Xavier Becerra
Total	916	107		

Source: HMM/URS/ARUP JV 2014; Arellano and Associates, 2014.

2.1.1 Public Scoping Meeting Format

The seven public scoping meetings were held between 5:30 p.m. and 7:30 p.m. and were set up in the same format. A series of information stations with electronic and static displays featuring PowerPoint slides and animated video facilitated the open house at each meeting, providing information on the following topics:

- Welcome
- Environmental
- Comments
- Palmdale to Burbank Project Section
- Burbank to Los Angeles Project Section
- High-Speed Rail Stations
- Benefits and Connectivity
- Geographic Information System (GIS) Mapping
- Scoping Overview PowerPoint presentation

Project team members staffed the information stations to respond to questions and to encourage participants to submit written comments. An overview of the stations is featured in Table 2.1-2. The content featured at the information stations can be found in Appendix D.

Table 2.1-2
Public Scoping Meeting Information stations

Station	Description
Registration	Participants were greeted and asked to register using the sign-in sheets. All meeting participants were given a scoping meeting packet; these materials were also available in Spanish and a translation request form was available for other languages. Title VI Program materials were displayed and made available to the public. A comment box was placed at the registration table for submittal of written comments.
Welcome	A flat screen television featured information welcoming participants, introduced the two independent Project sections, and encouraged comment submittal.
Environmental	A flat screen television provided a step-by-step overview of the environmental process as well as the range of environmental topics that will be studied, and encouraged participants to submit comments. Two environmental specialists staffed this station to answer questions.
Comments	A designated “comments station” was offered at each of the meeting locations to facilitate stakeholder submittal of comments. This station featured chairs and tables that were equipped with copies of the comment cards for both Project sections, comment submittal instructions, comment boxes for submittal of comment forms, and laptops for electronic submittal of comments. Participants were offered the opportunity to submit written comments via comment cards and/or laptops that were connected to the Authority’s website comment form. People were also informed that additional comments could be submitted for inclusion in the scoping report through the public scoping period. Stakeholder comments were also encouraged even if they were received past the end of the scoping period.
Palmdale to Burbank Project Section	Two flat screen televisions were featured at this station. One screen displayed a flyover video of the Project section and Alternative Corridor. The other screen provided an overview of the Project section, goals and objectives, and encouraged participants to submit comments. Copies of the NOP, NOI, and Initial Study (IS) were also featured on an iPad display kiosk.
Burbank to Los Angeles Project Section	Two flat screen televisions were featured at this station. One screen displayed a flyover video of the Project section. The other screen provided an overview of the Project section, goals and objectives, and encouraged participants to submit comments. Copies of the NOP, NOI, and IS were also featured on an iPad display kiosk.

Table 2.1-2
Public Scoping Meeting Information stations

Station	Description
Geographic Information System (GIS) Mapping	A flat screen television provided an interactive mapping exercise that allowed stakeholders to view the proposed alignments and alternative corridor (new study area) in greater detail.
High-Speed Rail Stations	A flat screen television showcased the various station area planning opportunities, as well as the three High-Speed Rail stations being considered for both Project sections – Palmdale Transportation Center, Burbank Airport Station, and LAUS.
Benefits and Connectivity	A flat screen television displayed a range of local and Statewide benefits that will result from the development of the HSR System. At several of the meetings, this screen was also utilized to conduct a brief scoping overview presentation.
Presentation	A brief scoping presentation offered an overview of the two independent Project sections, scoping process, and comment submittal instructions. The presentation was conducted by Michelle Boehm, Southern California Regional Director for the Authority.

Source: HMM/URS/ARUP JV 2014; Arellano and Associates, 2014.

Attendees were greeted at the entrance and asked to sign-in for the public record and for incorporation into the Project stakeholder database, which is used to disseminate Project updates and subsequent public involvement opportunities to the public and agencies. As part of the registration process, attendees received the following public scoping meeting materials (Appendix D.3):

- Scoping Fact Sheet for the Palmdale to Burbank and Burbank to Los Angeles Sections
- Public scoping comment card for Palmdale to Burbank Section
- Public scoping comment card for Burbank to Los Angeles Section
- Public scoping flyer with meeting details and comment submittal instructions

Title VI Program materials were also available at the registration table, which featured details regarding the Authority's compliance with Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, or national origin in programs or activities receiving federal financial assistance.

Language interpreters were available at each meeting based on the language needs identified through Census 2010 data, including Spanish, Thai, Eastern Armenian, Korean, Mandarin Chinese, Tagalog, and Vietnamese. Table 2.1-3 lists the interpreters available at each of the meetings, based on the identified language needs.

Table 2.1-3
Language Interpreters Available at Public Scoping Meetings

Meeting Date	Community	Interpreter Services Offered		
August 5, 2014	Santa Clarita	Spanish	Korean	
August 6, 2014	Burbank	Spanish	Eastern Armenian	Tagalog
August 7, 2014	Palmdale	Spanish		
August 11, 2014	Acton/Aqua Dulce	Spanish		
August 12, 2014	Sylmar	Spanish	Thai	
August 14, 2014	Lake View Terrace	Spanish	Thai	
August 19, 2014	Downtown Los Angeles	Spanish	Mandarin Chinese	Tagalog Vietnamese

Source: HMM/URS/ARUP JV 2014; Arellano and Associates, 2014.

Information on the HSR Statewide Program was offered in English and Spanish at the seven scoping meetings, including:

- *California High-Speed Rail Big Picture*
- *Statewide Rail Modernization Plan*
- *Central Valley: “Backbone” of High-Speed Rail*
- *High-Speed Rail Connectivity and Bookends*
- *Good for the State, Good for the Environment*
- *High-Speed Rail: An International Success Story*
- *High-Speed Rail Funding & Finance*
- *Creating Jobs Through High-Speed Rail*
- *Investing in California Small Businesses*
- *Construction Package One: Work is Underway*

Copies of these materials are available on the Authority's website (www.hsr.ca.gov).

2.2 Summary of Outreach Activities

The public scoping period officially began July 24, 2014, with the receipt of the NOP at the State Clearinghouse. However, outreach to stakeholders in the Palmdale to Burbank Section began earlier with substantial stakeholder outreach conducted early in the planning process and as part of the public scoping and SAA efforts for the Palmdale to Los Angeles Project Section, prior to introducing this area as two independent Project sections. These efforts generated improved awareness of the Project that facilitated the outreach and notification efforts for the public scoping process. Activities included outreach to business and community groups, early agency coordination, and elected official briefings.

Since the SAA outreach in May 2014, the Authority continued conducting outreach to the communities along the Palmdale to Los Angeles Project Section, including those along the two independent Project sections. These outreach activities are listed in Table 2.2-1.

Table 2.2-1
Summary of Outreach Activities (June 1 to September 12, 2014)

Date	Organization / Individual
Briefings Prior to Public Scoping Period	
June 16, 2014	Los Angeles City Councilmember Felipe Fuentes
July 17, 2014	Foothill Trails District Neighborhood Council
July 21, 2014	City of Burbank Transportation Committee
July 23, 2014	Walt Disney Studios

Table 2.2-1
Summary of Outreach Activities (June 1 to September 12, 2014)

Date	Organization / Individual
Briefings During Public Scoping Period	
July 30, 2014	Acton/Agua Dulce Town Council
August 5, 2014	Los Angeles Department of Transportation (LADOT) and Planning Department
August 12, 2014	Los Angeles River/Natural Resources Defense Council (NRDC) Working Group
August 13, 2014	Sunland-Tujunga Neighborhood Council
August 20, 2014	Pacoima Neighborhood Council
August 26, 2014	City of San Fernando
	Shadow Hills Property Owners Association (SHPOA)
August 27, 2014	Little Tokyo Leadership
August 28, 2014	Sylmar Neighborhood Council
September 2, 2014	State Senator Fran Pavley's Office
	Los Angeles City Councilmember Mitch O'Farrell's Office
September 3, 2014	Gateway Cities Council of Governments, Board of Directors
September 4, 2014	Los Angeles City Councilmember Gilbert Cedillo's Office
September 8, 2014	U.S. Congressman Xavier Becerra's Office
September 9, 2014	Joint City of Burbank Council and Transportation Commission meeting
	Burbank Area Legislative Briefing
September 12, 2014	Northern Valley Legislative Briefing
Source: HMM/URS/ARUP JV 2014; Arellano and Associates, 2014.	

3.0 Summary of Scoping Comments

Comments received during the Palmdale to Burbank Section public scoping process identified and commented on potential environmental impacts, mitigation measures, and alternatives. The following is a summary of the comments received during the public scoping process.

The Authority received 928 comment submittals, which contained approximately 5,520 individual comments from agencies, organizations and individuals. These comment submittals included comment forms submitted at the scoping meetings, comment forms that were mailed in, as well as letters, emails, and telephone calls. All 928 comment submittals are presented in Appendix F by affiliation type.

The summary is divided into four major topic areas. Comments regarding proposed alternatives and station locations are summarized first, followed by a summary of comments related to community concerns, followed by a summary of comments related to other environmental concerns and, finally, a summary of comments related to technical or engineering concerns. Major environmental issues identified during public scoping included, but are not limited to, the topics summarized below. All of the substantive environmental comments will be considered in the preparation of the EIR/EIS and will be generally addressed within the pertinent resource area chapters of the EIR/EIS.

3.1 Summary of Comments on Alternative Alignments and Stations

3.1.1 Alternative Alignments

Comments from individuals and agencies, including, but not limited to, United States Army Corps of Engineers, United States Environmental Protection Agency, and California Department of Fish and Wildlife, included requests to thoroughly evaluate the potential environmental impacts of any alignments proposed in the Alternative Corridor. Several commenters recommended a route along existing transportation corridors instead of the Alternative Corridor in order to minimize environmental impacts. Others, mainly local residents of Acton and Agua Dulce, preferred the Alternative Corridor on the assumption that it would have fewer impacts to their communities. Many commenters expressed that they did not want the HSR route to pass through their property.

A few comments inquired about the impacts of the proposed alternatives on mobility of low-income or minority populations. Several others wanted to see a full analysis and comparison of short- and long-term impacts to resources between the proposed alternatives in the Draft EIR/EIS. A few commenters requested a description of the proposed alternative alignments of the HSR in the vicinity of Bob Hope Airport and expressed concern regarding the proposed alignments complying with Federal Aviation Administration regulations. A number of commenters proposed new alignments or alterations to the proposed alignments.

3.1.2 Stations

A couple commenters requested a station at Palmdale Airport and a few commenters requested explanation for proposed alignments passing through Acton without any stations in Acton. Some of the commenters suggested having the temporary IOS terminus at LAUS instead of the proposed Burbank Airport Station. Many comments were received supporting the proposed HSR stations at Palmdale Transportation Center and Burbank Airport.

3.2 Summary of Community Concerns

3.2.1 Environmental Justice

Many of the comments received inquired about impacts of proposed alternatives on the mobility of low-income or minority populations.

3.2.2 Growth and Socioeconomics

Commenters expressed concern over impacts of the Project on schools, churches, residences and jobs. Additional concerns were raised regarding disruption of communities along the proposed tracks of the Palmdale to Burbank Section. Commenters inquired about the eminent domain process and expressed concern about decreased property values.

3.3 Summary of Environmental Concerns

3.3.1 Aesthetics and Visual Resources

Some comments expressed concerns regarding the HSR having negative visual impacts on the community, especially Soledad Canyon. Commenters requested detailed light and glare impact analyses in the EIR/EIS.

3.3.2 Agricultural Lands and Forest Land

Commenters inquired about the measures to avoid impacts to the Angeles National Forest; resource-specific comments about the Angeles National Forest are cataloged in their appropriate environmental category.¹ Other commenters expressed concern over impacts to Nature Conservancy properties and requested a detailed analysis of noise impacts to livestock.

3.3.3 Air Quality and Global Climate Change

Comments received requested assessments of greenhouse gases and other pollutant emissions. Commenters requested detailed analysis of the carbon footprint of the Project and how many years of operation it would take to offset that initial footprint. A few commenters wanted an analysis of air quality impacts from dust during construction and operation of the Project. Commenters also requested to identify sensitive receptors, and to conduct carbon monoxide and particulate matter hotspot analyses, especially where parking lots and road modifications are proposed. Commenters expressed concern regarding disturbing soils during construction, leading to release of fungal spores that lead to Valley Fever.

3.3.4 Cultural Resources

Commenters expressed concern about potential negative effects on archaeological sites, particularly Native American sites, and requested that the Authority include mitigation provisions for the identification and evaluation of accidentally discovered archaeological resources.

3.3.5 Biological Resources and Wetlands

Commenters suggested a complete assessment of the flora and fauna within and adjacent to the Project area, with particular emphasis on the identification of endangered, threatened, and sensitive species and sensitive habitats, as well as impacts to habitat connectivity and movement corridors. There were comments requesting detailed impact analysis on ecological areas, natural habitats, wetlands and wildlife corridors for both temporary and permanent impacts. Additionally,

¹ Although the ANF has not been used as a forest production resource for many years, it is still considered a forestry resource due to its designation as forest lands.

the United States Army Corps of Engineers expressed concern about large tunnels potentially lowering groundwater levels, which could then in turn affect aquatic resources. The United States Fish and Wildlife Service also commented on potential groundwater impacts, and requested that geotechnical studies be incorporated into the analysis to ensure that dewatering of groundwater and surface features does not occur; noting that other tunneling projects have resulted in these kinds of impacts.

3.3.6 Electromagnetic Interference/Fields (EMI/EMF)

Commenters recommended identification of any EMI/EMF impacts that could affect navigation equipment used at Bob Hope Airport, and requested a detailed analysis of impacts of EMFs generated from HSR on cardiac demand pacemakers, antennas, radio transmissions and police and fire transmissions.

3.3.7 Geology, Soils, Seismicity, and Paleontological Resources

Commenters expressed concern about risks of seismic activities and potential of construction activities associated with the Project to trigger earthquakes near known active faults. Several commenters inquired about tunnel stability in mountainous areas near active fault zones and routes crossing several active fault zones, as well as the amount of and plans for storage, transport, and disposal of fill material from tunnel construction. There was also concern about soil compaction and subsidence. Commenters expressed concern regarding disturbing soils during construction, leading to release of fungal spores that lead to Valley Fever.

3.3.8 Hazardous Materials and Waste

Commenters requested mitigation measures to address impacts to oil fields and wells, and plans for cleanup in case of accidental release of oil. The potential for exposure to regular pesticide usage for track right-of-way maintenance was raised as a concern.

3.3.9 Hydrology and Water Resources

Commenters inquired about potential impacts of tunneling on hydrology, including stream flows and groundwater. Comments addressed potential impacts on residential wells and requested information on mitigation measures. Commenters requested that the EIR/EIS identify and list the beneficial uses of water resources within the Project area and include an analysis of the potential impacts to water quality and hydrology with respect to those beneficial uses.

3.3.10 Noise and Vibration

Commenters requested an analysis of noise and vibration impacts on schools, residences, communities, rural areas, and wildlife. Mitigation measures, including sound barriers, were proposed.

3.3.11 Parks, Recreation, and Open Space

Commenters requested an analysis of impacts on parks and other open space and recreation areas. Commenters also requested an analysis of the potential impact to the Angeles National Forest. Comments addressed potential impacts on open space resources in equestrian communities in the Tujunga Wash, Shadow Hills, Hansen Dam, and Acton areas.

3.3.12 Public Utilities and Energy

Many commenters advocated for the use of clean, renewable electricity for HSR. Several commenters asked about the source(s) of electricity to operate the Project. Other commenters inquired as to the source and availability of water needed for construction of the Project. Commenters also inquired about potential conflicts with existing utilities and the need to provide for continuity of service and relocation.

3.3.13 Safety and Security

Comments received related to safety and security, including a few comments on rail crossing safety, concerns about safety of potential passengers, such as service access and air pressure in emergencies, safety of students and staff near the proposed rail tracks, and the safety of people if an earthquake happens while a train is in a tunnel. Several commenters requested details about measures to prevent terrorist attacks on the HSR system. Commenters wanted to know the type of emergency services that would be provided for any accidents that may occur.

3.3.14 Station Planning, Land Use, and Development

A few commenters recommended the Project use existing travel routes in commercial zones instead of being routed through low-density residential zones. Several commenters expressed compatibility concerns between the proposed Burbank Airport station location and Bob Hope Airport.

3.3.15 Traffic and Transportation

Several comments requested more information about station area access and recommended coordinating with local and regional transit providers to maximize station access by transit. A few commenters wanted an estimate of miles of temporary and permanent access roads for safety and maintenance. Commenters also wanted to ensure effective grade and rail line separation.

3.4 Summary of Technical/Engineering Concerns

Commenters requested an explanation of the proposed methodology for tunneling, including the type of equipment and plans for transportation of tunneling equipment.

3.5 Summary of Project Cost and Operations Concerns

Commenters expressed concern regarding the cost of the Project and the use of tax dollars on this Project instead of using it for other purposes. Comments were also received inquiring about the speed of trains and number of trains to be operated through various communities. Several commenters requested details on train maintenance, track design and interior design.

3.6 Summary of Agency Responses to NOP/NOI

In addition to the federal agency scoping meeting, some agency and local jurisdiction representatives also attended the public scoping meetings. The Authority received numerous letters in response to the NOP/NOI. Table 3.5-1 lists the federal, State, regional, and local agencies that provided comments in response to the NOP/NOI and/or provided comments at the scoping meetings. Copies of the agency comments submitted are included in Appendix F.

Table 3.6-1
List of Public Agencies Responding to NOP/NOI

Agency	Name of Commenter	Title of Commenter
FEDERAL		
United States Army Corps of Engineers (USACE), Los Angeles District	Spencer D. Mac Neil, D. Env.	Chief, Transportation and Special Projects, Regulatory Division
United States Department of the Interior - Fish and Wildlife Service (USFWS)	Jennifer M. Norris	Field Supervisor
United States Environmental Protection Agency (USEPA), Region 9	Connell Dunning	Transportation Team Lead, Environmental Review Section
STATE		
California Department of Conservation	Kathleen Andrews Bruce H. Hesson	Associate Oil and Gas Engineer – Facilities District Deputy - Ventura
California Department of Fish and Wildlife (CDFW), South Coast Region 5	Edmund Pert	Regional Manager, South Coast Region
California Department of Transportation (CalTrans), District 7	Dianna Watson	Branch Chief, Community Planning & LD IGR Review
California Legislature - Assembly	Scott Wilk	Assemblyman, 38 th District
California Legislature - Assembly	Raul Bocanegra	Assemblymember, 39 th District
California Natural Resources Agency - Department of Water Resources	David M. Samson	Chief, State Water Project Operations Support Office, Division of Operations and Maintenance
California State Land Commission (CSLC)	Cy R. Oggins	Chief, Division of Environmental Planning and Management
California State Water Resources Control Board	Cliff Harvey	Environmental Scientist, Division of Water Quality, 401 Certification and Wetlands Unit
Native American Heritage Committee (NAHC)	Gayle Totton	Program Analyst
LOCAL AND REGIONAL		
Acton-Agua Dulce Unified School District	Brent Woodard Jonathan T. Trevillyan	AADUSD Superintendent Attorney at Law
Agua Dulce Town Council	Don Henry	President
Burbank-Glendale-Pasadena Airport Authority	Dan Feger	Executive Director
California Regional Water Quality Control Board, Lahontan Region	Jan M. Zimmerman	Engineering Geologist

Table 3.6-1
List of Public Agencies Responding to NOP/NOI

Agency	Name of Commenter	Title of Commenter
City of Burbank	Dr. David Gordon Bob Frutos Gary Bric Jess Talamantes Emily Gabel-Luddy	Mayor Mayor Council Member Council Member Council Member
City of Los Angeles Department of Transportation (LADOT)	Pauline Chan	Senior Transportation Engineer, Active Transportation Division
City of Los Angeles Department of City Planning	Michael Logrande	Director of Planning
City of Los Angeles, 1 st District	Ed P. Reyes	Councilmember, First District
City of Los Angeles, 6 th District	Nury Martinez	Councilwoman, 6 th District
City of Los Angeles, 7 th District	Felipe Fuentes	Councilmember, 7 th District
City of Palmdale	Dave Childs	City Manager
City of San Fernando	Brian Saeki	City Manager
City of Santa Clarita	Laurene Weste	Mayor
County of Los Angeles Board of Supervisors	Michael D. Antonovich	Supervisor, Fifth District
County of Los Angeles Department of Parks and Recreation	Kathline J. King	Chief of Planning
County of Los Angeles Department of Public Works	Gail Farber Anthony E. Nyivih	Director of Public Works Assistant Deputy Director, Land Development Division
County of Los Angeles Fire Department	Frank Vidales	Chief, Forestry Division Prevention Services Bureau
County Sanitation Districts of Los Angeles County	Adriana Raza	Customer Service Specialist, Facilities Planning Department
Eco-Rapid Transit	Luis H. Marquez	Chairman
Foothills Trails District Neighborhood Council	Kevin Davis	President, FTDNC
Los Angeles County Metropolitan Transportation Authority (Metro)	Don A. Sepulveda	Executive Officer, Regional Rail
Metropolitan Water District of Southern California (MWD)	Deirdre West	Manager, Environmental Planning Team
Sulphur Springs Union School District	Robert Nolet	Superintendent of Schools
Source: HMM/URS/ARUP JV 2014		

4.0 Next Steps

The information on impacts, mitigation measures, and proposed alternatives developed through the scoping process will inform the analysis that the Authority and FRA will conduct in the Draft EIR/EIS. The Authority and FRA will identify a reasonable range of alternatives for further evaluation following additional coordination with agencies and the public. The final range of alternatives will be determined through coordination with USACE and USEPA pursuant to the Memorandum of Understanding integrating NEPA and Clean Water Act Sections 404 and 408. The Draft EIR/EIS will analyze existing conditions in the Project area and potential impacts of the Project alternatives. The Authority will also continue to conduct public outreach and ensure that the public is provided updates of the Project's progress through the environmental process and has the opportunity to provide additional input.

Once the analysis of existing conditions and potential impacts of proposed alternatives is complete, FRA and the Authority will publish a Draft EIR/EIS, which will be followed by a public comment period, which will begin following announcement in the *Federal Register*. The Authority and FRA will hold public hearings in the Project area to solicit comments from the public and agencies on the Draft EIR/EIS. These public hearings will be advertised in local newspapers, included in the NOA, and posted on the Authority's website. Verbal and written comments provided at these public hearings will be recorded and formally documented. The Authority and FRA will consider all substantive comments received on the Draft EIR/EIS and publish a Final EIR/EIS that will respond to those comments. Public comments as part of the Final EIR/EIS will be available for decision makers prior to approval of the Project.

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